

KANSAS STATE NEWS.

LAST February quite a sensation was created in Leavenworth by the discovery of the body of John Heigle, a grocer, in a pool of blood in the rear part of his store, his head terribly beaten and his throat cut from ear to ear. Several arrests were made at the time, but the crime could be fastened on no one, and the unraveling of the mystery was almost given up. Recently, however, a prisoner confined in the county jail confessed to another prisoner, both colored, that he committed the murder and robbed the store of eighty-five dollars. The murderer's name is Davis. Davis is under sentence of one year for robbery, and Hunt, who told on him, is under a ten years' sentence.

WILLIAM RUFFIAN, a colored porter, was shot, one night recently, in a Kansas City, Kansas, gambling house, by George Wilson, a gambler. Wilson and a companion, when intoxicated entered the house after it had been closed, and the porter turned up the gas to see who the parties were. They turned the gas off, and the porter again lighted it, when some words passed, and Wilson drew his revolver and fired. The first shot flew wide of the mark; the second took effect in Ruffian's left breast, who closed with his assailant. It was a desperate fight in close quarters, and Ruffian, though badly wounded, succeeded in wresting the revolver from Wilson's grasp, whose companion fled, leaving the two to fight it out. The porter held Wilson until an officer arrived. Ruffian died the next day, and Wilson was locked up in the Wyandotte Jail.

A SERIOUS shooting affair took place at the Fifth Avenue Hotel, in Topeka, the other morning. John Goodwin, a porter, went through the dining-room with a bucket of coal and dropped some on the floor. Milby Parnell, head cook, ordered him to pick it up and not be very long about performing the act or there would be trouble in that neighborhood. Goodwin retorted that he would obey Parnell when he got ready and not a minute sooner. Then they came together in a fist fight. Goodwin knocked Parnell down, when the head waiter appeared on the scene and separated them. Goodwin went out into the office, supposing that the row was ended, but Parnell followed with his revolver and shot Goodwin, inflicting probably a fatal wound. Both parties were colored. Parnell was jailed.

THE officers of the United States Land Office at Topeka have issued a notice that, "in accordance with instructions from the Commissioner of the General Land Office, all vacant, unappropriated lands in the limits between the ten and twenty miles of the withdrawal for the Atchison, Topeka & Santa Fe Railroad Company, subject to disposal at the land office at Topeka, will be restored to the mass of public lands subject to pre-emption, homestead and timber culture entry, on and after the 24th day of November, 1883." It is said the Land Offices at Wichita and Larned will issue similar notices. The lands embraced in this restoration will not be subject to private entry.

A SPECIAL to the St. Louis Globe-Democrat stated that a month or more ago the Governor of Missouri received information that six persons residing near and having their headquarters in the vicinity of Wichita, Kas., had formed themselves into a band for the purpose of making a bank robbery and train-wrecking raid into Missouri. The bank at California was reported to be the victim, the robbers had in view. It was also part of their plan, if it should prove necessary to the success of their mission, to engage in train-wrecking. The Governor having become informed of their plans and purposes, sent a detective to Kansas to watch their movements and learn what he could regarding the proposed undertaking. The detective, after reaching Kansas, managed to become a member of the gang, and by securing the confidence of the leader, to learn the whole plot. He reported what he had learned to Governor Crittenden and the bank was notified. For some reason the would-be robbers became suspicious and the plan was abandoned.

ARMOURDALE was the scene of a bloody affair on the 21st, in which Thomas McMahon was shot and probably mortally wounded. McMahon's son was at a beer garden with disreputable company and the father went there to get him away. Three shots soon followed, and McMahon fell. It was thought that young McMahon shot at a young man named Johnson, of whom he was jealous, and one of the shots took effect upon his father.

SUNDAY, the 21st, some four or five miles from Junction City, Robert Swartz, aged fourteen, accidentally shot and killed Ellisworth Durbin, aged seventeen. A party of four or five from town camped out over night, and in the morning started for a day's hunt, with the above result.

The identity of the woman who was found murdered on Sheridan's drive on the Fort Leavenworth Reservation, about three weeks ago, has been established. Her name was Sarah Osburn, and she was last seen in company with a man known as "Dutch Lewis." It is said she was undoubtedly murdered, but by whom is still a mystery.

A COMPLAINT was filed with the Board of Railroad Commissioners the other day against the Atchison, Topeka & Santa Fe Company by the Mayor and City Council of Newton, in which the railroad is charged with extorting excessive and unreasonable rates for transporting freight to and from Newton over its lines of road. The grievances and complaint are similar to those in the case of Beloit against the Union Pacific and Missouri Pacific Companies.

A YOUNG man by the name of Hutchinson was arrested at Topeka recently on the charge of having committed forgery at Neosho Falls against Dr. J. G. Morgan for sixty-two dollars, by signing Morgan's name to a check and drawing that amount of money from the bank. Hutchinson was in the employ of Morgan as a drug clerk at the time of the alleged forgery.

FATTEN the Thanksgiving turkey. RECENTLY Ira Arnold, a young man eighteen years of age, was digging sand in Douglas County, when he met his death in a horrible manner. He was at work below a high ledge, and in his work he undermined the sand and stone above him, which came down, burying him completely. When his body was recovered it was lifeless.

McMAHON, who was shot at Armourdale while attempting to get his son out of disreputable company, died a few days after the shooting. The coroner's jury rendered a verdict to the effect that the fatal shot was fired by Daniel McMahon, son of the deceased.

THE Governor recently appointed E. N. Allen and C. F. Tanner Justices of the Peace for Hamilton County.

THE BELOIT CASE AGAIN.

Text of the Decision of the Railroad Commissioners Upon Application of the Missouri Pacific Railroad for a Re-opening of the Case.

The Board of Railroad Commissioners met on the 19th and heard the arguments offered by counsel of the Missouri Pacific Railroad for a re-opening of the Beloit case wherein the respondent company filed on the 11th day of October, 1883, a petition for a re-hearing of this case, with a view to a modification or reversal of the decision heretofore made by the Board, by which the rates charged over the respondent's railway for the transportation of freight to and from Beloit were found to be too high, and deciding that certain rates specified in said decision were, in the judgment of the Commissioners, reasonable for such services. After hearing argument the Board decided: The showing made in the petition seemed to the Commissioners to justify a full and careful review of the case, and the making of such modifications in the former order of the Board, as should appear to be just. The showing made in the petition exhibits a deficiency for the year, based on the estimates of earnings and expenses of the railway, upon the rates fixed by the Board of \$192,246.37. This estimate is based upon the earnings and expenses of the company for the six months ended June 30, 1883, and assuming that the earnings and expenses for the coming year—the period during which the rates would operate—would, under the old rates, remain the same. It is shown that the gross earnings for the six months ended June 30, 1883, were \$711,318.29. That the expenses for the corresponding period were \$481,958.72. It is assumed that the earnings and expenses for the year would be in that proportion, or gross earnings for the year \$1,422,636.58. That the reduction in rates would reduce this sum to \$1,205,739.42. That the total expense of the company would be \$963,917.44, leaving a surplus of earnings over expenses of \$241,821.98. This leaves the following liabilities of the company to be provided for, viz:

Annual interest on bonded debt.....	\$416,820.00
Five per cent. on net earnings to United States Government (estimated).....	17,218.33
Total.....	\$434,038.33

Leaving a deficiency of.....\$192,246.37

The first question that presents itself is: Is the above showing open to criticism? It is to be observed that the ratio of expenses to earnings in the above estimate is very large, being 67.62-100 per cent. This the Board cannot consider a fair estimate for the year. The percentage of expenses to earnings for the year ended June 30, 1883, was 56.45-100 per cent. We have the earnings reported for July, August and September, 1883, and the expenses for July and August, and the ratio of expense to earnings is 45.18-100 per cent. It is fair to presume that the percentage of expenses for the present will not exceed that of last year, which would reduce the estimate of expenses for the year from \$963,917.44 as claimed in the petition, to \$554,673.51. But the reductions in tariff operate on future business, and while the volume of past business must be looked to in fixing rates, where it is shown that the volume of tariff is steadily and rapidly increasing, it seems to us proper to consider that fact also. The argument of the petitioner is founded upon the assumption that the reduced rates will operate upon a freight traffic in no wise greater or more valuable than that which the road has had the past year. The earnings of the present year would be but slightly affected by the changed rates. As we have already stated, we have the reports of the earnings of the road for the nine months ended September 30, 1883, and the expenses for the first eight months of 1883, and we think that the financial statement for the year (three months estimated) may be approximated in this statement as follows:

Earnings for first six months of 1883 (as reported).....	\$ 711,318.29
Earnings for July, August and September (as reported).....	383,464.00
Earnings for October, November and December (estimated on basis of last three months).....	883,494.00
Total earnings for 1883.....	\$1,478,276.29
Operating and other expenses for the first six months of 1883.....	\$438,570.00
Operating and other expenses for July, August and September.....	164,257.00
Operating and other expenses for October, November and December (estimated on basis of last three months).....	164,257.00
Total expenses for year.....	\$ 767,084.00
Net earnings for year.....	\$ 711,222.29

Reduction claimed by railway company under rates fixed by Commissioners of 20 per cent. estimated on freight earnings only, for month of November and December..... \$ 36,000

Annual liability claim'd by respondent..... 434,068

Total reduction..... 470,068.00

Surplus after meeting all liabilities for 1883..... \$ 241,154.29

The increase of business on the Central Branch Railway during the last two years and nine months is shown in the following statement:

Gross earnings for 1881.....	\$ 978,791.21
Gross earnings for 1882.....	1,014,044.77
Gross earnings for 1883 (9 months).....	1,094,512.00
Total Gross earnings for the year 1883, including October, November and December, estimated at earnings of July, August and September.....	1,478,276.29
Increase of earnings for 1883 over 1881.....	515,485.08
Increase of earnings for entire year of 1883 over 1882.....	464,261.23
Operating and other expenses for 1881.....	648,244.96
Operating and other expenses for 1882.....	572,746.19
Operating and other expenses for 9 months of 1883.....	602,827.00
Or for year 1883 on former estimate.....	767,084.00

It is here shown that a liberal increase of operating expenses is provided for the year.

The increased earnings of the road is largely due to an increase in the freight traffic, which will appear in the following:

Freight earnings for the year 1882.....	\$ 682,959.00
Freight earnings for the first six months of 1883.....	555,284.00
And for entire year of 1883 on basis of first 6 months.....	1,070,568.00

The reduction of rates made under the ruling of the Board equitably applied along the line of the Central Branch road, and due allowance made for terminal charges, will not effect so great a reduction as is anticipated by respondent company. While it is not always entirely safe to anticipate future earnings from the ration of increase obtaining at any one time, yet we cannot but regard the continually increasing traffic of this road as a most favorable augury for the future. In addition to the figures already given under this head, we desire to point out the further fact that the average earnings of the road for July, August and September, 1883, are greatly in excess of the average monthly earnings for the year, ended June 30, of this year. This

is the most significant from the fact that those months bring the lightest traffic and the poorest financial return, not only over this road, but so far as we have been able to ascertain, from reports to this office, on all other roads operating in Kansas. The traffic over the road for the three months named over the traffic indicated by the receipts or earnings, has increased 53 per cent. If the same ratio of increase were to continue up on the business of the whole year, and the present rates were maintained, the receipts of the company would register upwards of two millions of dollars. While this is a result which it would perhaps be too sanguine to anticipate, it is a well known fact that the volume of traffic over the Central Branch for the ensuing year will very considerably exceed the business for any preceding year. At present we are unable to perceive a sufficient reason to recede from our decision made on the 27th of September. If, in the future, it should appear to the satisfaction of the Board that the rates fixed in that decision should prove to be insufficient remuneration for the service performed, or should require modification, the Board will feel at liberty to make such adjustments of them as will be fair and just to all concerned. The people living along the line of the road are alike interested with the company operating the line, in having efficient service upon it, and we recognize the fact that this can be secured by maintaining its revenues so as to afford a fair compensation for the service performed. As was stated in the original decision, the law requires just proportionate rates to be charged along the line of the road, and that a change at one point would necessitate a re-adjustment of the rates at other points. The most equitable results will be attained by providing that a revised schedule of rates in conformity to the decision of the Board, go into effect at the same time the decision is made to apply to the point from which the complaint comes. It will require some time to accomplish this adjustment, which the law seems to contemplate must be made. Besides, the general managers of the different railroads in the State, through a committee appointed by them at their meeting held on October 11, 1883, have requested to meet the Commissioners on the 6th day of November next, for the purpose of adjusting equitable freight rates on their respective lines, to which request the Board acceded; and in view of this meeting and in order to avoid complications which would inevitably arise if the decision were immediately to go into effect at Beloit, and the Board believing that the best results will be obtained to the people of the whole State by such meeting and conference, and a postponement of the taking effect of said decision until such meeting in November, at which it is believed fair adjustment of rates can be arrived at at all points, without waiting the slow process of successive adjustments under complaints, it is ordered that the time for posting schedules of rates under the decision be postponed to the 10th of November, 1883.

American Manners in Traveling.

An English snob, named Robinson, writing about his visit over here, describes certain bad habits as characterizing the traveling Americans generally, leading to the idea that at least nine out of every ten Americans, when traveling grab their food, and gorge and snort in ways too hideously unpleasant for repetition. This is totally denied by Mr. Richard A. Proctor, the English traveler and lecturer, than whom few persons have had such extensive opportunities of learning the manners of different peoples, especially in traveling. He answers Mr. Robinson as follows:

"I believe the truth to be that the American system leads to a diminution of otherwise prevalent bad habits—for ninety-nine hundredths of the so-called lower class in America will not suffer any inferiority to be shown in their habits in the presence of those whom they regard as no otherwise better than in having more money to spend. But be this as it may, a fair, unbiased comparison of the manners of the traveling community, class for class, or comparing the whole number of travelers, would show that—in some way or another—a marvelous superiority has arisen on the other side of the Atlantic. Such offenses are the stolid, stupid staring so common in England, even among well-to-do people, rudeness to women or children, carelessness as to the comfort of the old and weak, etc., are scarcely ever seen on the other side of the Atlantic. If I were an American, with what 'pride in my port, defiance in my eye' should I be tempted to boast that a young, inexperienced and pretty girl, poor or rich, in her teens, can travel across the length and breadth of the United States alone and unprotected, not only in perfect safety and comfort, but with the certainty that nine-tenths of the men—of all classes—with whom her journey brings her into contact, esteem it equally a duty and pleasure to assist her in every possible way. How contemptuously I might be tempted to remind the Briton that—for reasons too well known—the most courteous and well meant proffer of assistance to such a traveler in England is apt to be looked upon with suspicion. On the Continent, and especially in France, it is even worse."

How Did Maine Get Its Name?

In a paper read before the American Antiquarian Society Hamilton R. Staples said that the name of Maine was given to that State descriptively, since in the original charter it was considered "the Mayne Land of New England." Mr. William H. Smith writes to the Portland Press, quoting this assertion and saying: "I have heard that our State has been named for Frankfort-on-the-Maine; for the Province of Maine, in France. Williamson says, Volume I, Section 1, of his history, 'that the Maine was called Mavoshen or Mavooshen by ancient voyagers and writers. In 'Purchas' Pilgrims' Mr. Haklynt describes it to be 'a country lying to the north and east of Virginia between the degrees of 43 and 45. It is forty leagues broad and fifty in length, lying in breadth east and west, and in length north and south. It is bordered on the east side with a country, the people whereof they call Tarrantines; on the west with Ephistoma; on the north with a great wood called Senagloconna, and on the south with the main ocean, sea and many islands. In Mavooshen it seemeth there are nine rivers, the westernmost of which is Shawacotoc (Saco). At the head of this river, to the northwest, there is a small province which they call Croke-mago, wherein is one town, probably the Indian Peywaket.'"

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